ANTARCTIC NEWS.

THE STORY OF A RECENT CRUISE IN FAR SOUTHERN WATERS.

Told by an Explorer Who Shipped as a Seaman on Board a Whaling Vessel—Some Observations Near the South Pole.

(San Francisco Chronicle.)

Not many explorers have braved the perils that lie about the South Pole, though from the popular and scientific point of view it is a terra incognita as rich in interest as the long-dreamed-of northern land, in which lies the earth's northern axial extremity. Lately, however, there has returned to Australia an Antartic expedition with much to tell the geographers and the scientists. The steamer that carried the expedition was the whaler Antarctic, and though she was hunting oil and bone she afforded the expedition many rare opportunities for investigation. The expedition, it may be added, consisted of one person, C. Egeberg Borchgrevink, and he was obliged to ship on the whaler as an able seaman. The following is a condensation of Mr. Borchgrevink's paper, read shortly after his return before the Royal Geographical Society of Melbourne, and published in full by the Leader of that city:

The Antarctic left Melbourne on September 20, 1894, and we dropped anchor at Hobart on October 2d. We left that harbor the following day. It was originally our intention to spend a few weeks in search of sperm-whales off the southwest cape of Tasmania. Not meeting with any, we steered for Royal Company Island. On the 18th we had snow on board for the first time. It came in heavy squalls, and brought us a large specimen of diomeda exulans, or large albatross, which took refuge until the weather cleared. At night it was moonlight, with a completely clear sky, and at 12 o'clock the Aurora Australis was visible for the first time. With white, shining clouds rolling from west toward east, it formed into a shining ellipse, with an elevation above the southern horizon of 35 degrees.

The Antartic, being at the time at the vicinity of Macquairie Island, and thus in latitude of about 54 degrees, the aurora seemed constantly to obtain its light force from the west, and the intensity of its light cloud culminated in strength every five minutes. After the lapse of that time it suddenly died out, to regain its former magnificence and beauty during the succeeding five minutes. Upon our primitive compasses I could discover little or no influence that night, and the phenomenon lasted until 2 o'clock, when it was gradually lost in an increasing mist.

As the swell was heavy, and as there was little probability that any material benefit would be the result of landing, we set out for Campbell Island on the 22d, and dropped our anchor in North Harbor on the eve of the 25th of October, shifting the following day down to Perseverance harbor, to fill our water-tanks and to make final preparations before proceeding south. Campbell Island shows from a great distance its volcanic origin and character, undulating ridges rising in numberless conic peaks from 300 to 2,000 feet above the sea-level. Although the island seems desolate enough from the sea, the land around the base is rich in vegetation.

On November 6th, in 58.14 latitude and 162.35 longitude, we sighted an immense barrier of ice extending from forty to sixty miles from southeast to northwest, or, in fact, as far as the eye could reach, the highest point being somewhat over 600 feet. This barrier was of a dark grayish color, and at a distance much resembled land. Several icebergs, similar to those we had met before, were floating about in all directions, and were undoubtedly children of this enormous monster.

FIRST SEAL SHOT.

By the time we reached 55 degrees the albatross had left us, and likewise the Cape pigeon, but the white-bellied storm-petrel still followed in our track. A lestris, with dark-brown head and white-bordered wings, and a small blue petrel put in an appearance. I longed to be able to secure one of these birds, but never had an opportunity. On December 7th we sighted the edge of the pack-ice and shot our first seal, which was of the common gray kind, its skin being injured by several deep scratches. We had a very strong snowfall, and the vessel was for the first time covered in snow on deck and in the rigging. On December 8th, latitude 62 degrees 45 minutes, longitude 171 degrees 30 minutes, large streams of ice were drifting around us, a strong ice-blink appeared toward the south, and the presence of the elegant white petrel gave its unmistakable evidence than now we had before us those vast ice-fields, into which Sir James Ross, fifty years ago, on January 5, 1841, successfully entered with his famous ships, the Erebus and Terror. In the evening we slowly worked out way in between the largest floes of the outer edge of the pack-ice, which consisted of large and heavy hummocky ice.

Of marine animals, I saw multitudes of Argonauta and Aanarctaca everywhere in the pack, usually found to be swimming about in cavities in the ice-floes, evidently seeking a refuge from their enemies, the whales, that feed principally upon them.

The large-finned whales, or what in Norway are called blue whales, were spouting in all directions; but not being fitted with the necessary appliances to kill these monsters, we had, after several unsuccessful attempt, to leave them alone.

The white petrels were numerous here, and I secured some of them. The white-bellied petrel departed at the edge of the pack, leaving the icy regions to its hardier brethren, the black-bellied petrel. We shot several seals, but they were scattered. We seldom saw more than one or two together, and never more than seven, most having scars and scratches in their skins.

BALLANY ISLAND.

Sir James Ross noticed similar wounds on the seals, and it was supposed that they had been inflicted by the large, sharp tusks with which the sea leopards are provided. My opinion is, however, that these scars must be traced back to an enemy of a different species than the seal. The wounds are not like ordinary cuts inflicted by a tusk or tooth. Varying from two to twenty inches in length, they are a straight, narrow shape, and, where several of these cuts were together on one animal, they were too far from each other to have possibly been produced by the numerous sharp teeth of a seal. The wounds went always far into the blubber, and sometimes right into the flesh. That this unknown and destructive enemy of the seal in those waters is of a superior and more dangerous kind, I conclude from the fact that the wounded seals never had scars about their head and neck, which undoubtedly would have been the case if the battles were fought among themselves. If my opinion holds good, it may serve as an explanation of the strange scarcity of the seals in regions where one would think these animals should be found almost everywhere.

When we entered the pack the temperature of the air was 25 degrees, that of the water 28 degrees, which latter temperature was kept up all through the pack ice. Penguins were in great numbers on the ice floes, and we had no difficulty in killing them, although we had many a hard race after them over the snow-covered ice floes, and many were the cold dips we got for their sake.

On the 14th we sighted Balleny Island, and found it, according to Ross, in latitude 66 degrees, 44 minutes, longitude 164 degrees. Several seals were shot during the day. The ice-floes grew gradually larger as we approached the land, and it was evident that the ice-packs now around us were for a great part discharged from the glaciers of the Balleny, some of the floes carrying stone and earth with them. Although the higher part of the Balleny was covered with mist, when we were near it, we got a good view of its lofty peaks, which rise to a height of 12,000 feet above the sea-level. The size and shape of the ice-packs about Balleny offered considerable danger to our vessel, and many anxious hours did we spend there. Covered with several yards' deep snow on its comparatively small surface, above water, and running out into long, sharp points under water, in our battle with the elements they were to us monitors of a most destructive kind. Several of them struck our propeller, without injuring it seriously, but it is not likely that a vessel depending entirely on its sails would have been able to exist long in such ice. Even with steam, we felt how small and powerless we were in its grasp.

The temperature at Balleny was found to be, in the air 34, water, 28. Finding the packs so impenetrable at this locality, we resolved to seek eastward to the track where the Erebus and Terror had been navigated so successfully. On December 16th we moored the Antarctic to a large floe of pan-cake ice, which told its tale about the previous long calm. As far as our eyes could reach, nothing but one immense field of ice could be seen. During the afternoon an increasing swell made our position unsafe, the huge ice masses rising and falling with the long, slow movements. The sudden shocks that the side of our vessel received, made her tremble from keel to crow's nest. On December 22d, in latitude 66 degrees 3 minutes, longitude 167 degrees 37 minutes, barometer at 29, I shot a wonderful seal of ordinary size and color, but without any signs of ears, and with a very thick neck. Not one of our experienced hands had ever seen this kind before.

On December 24th, in latitude 66 degrees 3 minutes, longitsude 167 degrees 37 minutes, there was very stormy weather. The evening, however, was beautiful, and the sun just touched the horizon on its lowest descent. I believe that we are the only people who ever saw the midnight sun at Christmas-eve.

On Wednesday, the 26th, we crossed the Antarctic circle.

New-Year's-eve we were in latitude 66 degrees 47 minutes, longitude 174 degrees 8 minutes, at 12 o'clock. While the sun was shining bright we rang the old year out and the new year in, and saluted with our guns in honor of the occasion. In latitude 67 degrees 5 minutes, longitude 175 degrees 45 minutes, east, I secured a specimen of appenodytes forsterii, a large penguin. On the 14th, in latitude 69 degrees 55 minutes (south), longitude 177 degrees 50 minutes (east), we came again into open water, having spent thirty-eight days in working through the pack ice. A clear, open space of water was now before us, and not a breath of wind disturbed the surface of the sea. The only sign of ice was a small piece in the shape of a boat, on which four penguins leisurely appeared to be rejoicing, like ourselves, over the splendid weather and clear sky.

We steered for Cape Adare, on Victoria Land, which we sighted on January 16th. On the 18th, in latitude 71 degrees 45 minutes, longitude 170 degrees 18 minutes, the temperature of the air was 32 degrees, and of the water 30 degrees; the sky was completely clear. At noon we stood toward a bay to the northwest of Cape Adare. The cape, which was in 71 degrees 23 minutes and 169 degrees 56 minutes, rises to a height of 3,779 feet, and consists of a large, square basaltic rock, with perpendicular sides. From there we saw the coast of Victoria Land, to the west and south, as far as the eye could reach. It rose from dark, bare rocks into peaks of perpetual ice and snow, 12,000 feet above the level of the sea, Mount Sabane above the rest, standing out shining in the rays of the midnight sun. Conic tops covered the plateaux and ran over in mighty glaciers. I counted as many as twenty glaciers in the close vicinity of the bay at Cape Adare. One of them seemed covered with lava, while a thick layer of snow appeared underneath, resting on another layer of lava, and that again on the billowy surface of the glacier. A volcanic peak, about 8,000 feet high, which was comparatively free from snow, had undoubtedly been in activity a short time before.

POSSESSION ISLAND.

At noon of the 18th we sighted Possession Island, with its peculiar contours standing sharply against the bright sky. We effected a successful landing on the north island, pulling our boat up on the shore, and were at once furiously attacked by the penguins, which covered the very ground of the island in myriads, and seemed much annoyed by our intrusion on their premises. Their hoarse screams filled the air, and it was with considerable strain of my voice that on landing I addressed my countrymen in a few words, informing them that we were the second party to set foot on this island. Sir James Ross had preceded us, having fifty-four years ago landed here and planted the English flag. We gave three cheers for that great English navigator, and also for Captain Svendfoyn, who sent out this Antartic expedition.

Possession Island, situated in latitude 71 degrees 56 minutes, longitude 171 degrees 10 minutes, is remarkably free from snow. I judged this island of the group to be 300 to 350 acres in size. We gave it the name of Sir James Ross Island. On the 20th we steamed southward, and sighted Coulman Island on the 21st, at midnight. Finding the eastern cape of this large island unnamed, we called it Cape Oscar, in honor of his Majesty our King, whose birthday it happened to be. Off Coulman Island we found great irregularities in our compass. Doubtless that island contains secrets of scientific value. On the 22d we were in latitude 74 degrees, south. No whales appearing, it was decided to head northward again.

On the 23d we were again at Cape Adare, and successfully effected a landing, being the first human creatures who ever set foot on the mainland. Our landing-place was a sort of peninsula or landslip, gently sloping down from the steep rocks of Cape Adare until it ran into the bay as a long, flat beach, covered with bebbles. This peninsula forms a complete break-water for the inner bay. The penguins were, if possible, even more numerous here than on the Possession Islands. They were disocevered on the very cape as far up as 1,000 feet. They must often live without food for days, since it must take them two or three days to climb so far up the rocks. It is evident that in some way they can store food for use on these toilsome journeys. Here we found the same cryptogramic vegetation as on the Possession.

We now stood northward, and on the 26th, again encountered pack-ice, reaching clear water six days later in latitude 66 degrees, longitude 172 degrees 31 minutes. On February 17th the aurora appeared stronger than I ever saw it in the north. It rose from the southwest, stretching in a broad stream up toward the zenith and downward again to the eastern horizon. Now it presented long, shining curtains, rising and falling in wonderful shapes and shades, sometimes, seemingly, close down to our mastheads. It evidently exerted considerable influence upon the magnetic needle of our compas.

We sighted Tasmania on March 4th, and entered Port Philip Heads on March 12th, five and a half months after our departure from Melbourne.

RAILROAD LINES.

S. A. L.

SEABOARD AIR-LINE.

SCHEDULE IN EFFECT SUNDAY, MAY 5, 1895.

S. A. L.	No. 403. Daily.	No. 23. Daily.
Lv. Richmond	12:33 A. M.	9:05 A.M.
Lv. Petersb'g (Union Station)	1:05 A. M.	9:53 A. M.
Lv. Petersb'g (Washington-Street	1:13 A. M.	10:02 A. M.
Ar. Weldon	2:48 A. M.	11:48 A. M.
Ar. Henderson	4:14 A. M.	1:45 P. M.
Ar. Durham	9:30 A. M.	4:09 P. M.
Ar. Raleigh	5:17 A. M.	3:34 P. M.
Lv. Raleigh	5:22 A. M.	3:40 P. M.
Ar. Southern Pines	7:10 A. M.	6:04 P. M.
Ar. Hamlet	7:54 A. M.	7:00 P. M.
Ar. Wadesboro'	8:36 A. M.	7:55 P. M.
Ar. Monroe	9:22 A. M.	8:55 P. M.
Ar. Charlotte	10:25 A. M.	10:10 P. M.
Lv. Monroe	9:37 A. M.	9:15 P. M.
Ar. Chester	10:51 A. M.	10:43 P. M.
Ar. Clinton	12:04 P. M.	12:13 A. M.
Ar. Greenwood	12:48 P. M.	1:09 A. M.
Ar. Augusta	5:20 P. M.	9:35 A. M.
Ar. Abbeville	1:12 P. M.	1:40 A. M.
Ar. Elberton	2:04 P. M.	2:52 A. M.
Ar. Athens	3:03 P. M.	4:03 A. M.
Ar. Macon	7:00 P. M.	....
Ar. Atlanta	4:09 P. M.	5:20 A. M.

No. 23, daily for Atlanta and points beyond with through Pullman service.

No. 403, "Vestibuled Limited Train," Buffet Sleepers, Richmond to Atlanta. Close connections at Atlanta for New Orleans and all points South and Southwest; and at New Orleans with the Southern Pacific and Texas and Pacific railroads to all Texas points. No extra charge on "Vestibuled Trains."

ARRIVE RICHMOND.

No. 402, "Atlanta Special Vestibuled Limited Train," 6:40 A. M., daily.

No. 78, Mail and Express, 6:45 P. M., daily.

For tickets, Pullman reservations, &c., apply to H. D. Owen, Ticket Agent, Byrd-Street Sation; Richmond Transfer Company, 901 east Main street, and Company's Office, 836 east Main street.

E. ST. JOHN, Vice-President.
JOHN H. WINDER, General Manager.
T. J. ANDERSON, General Passenger Agent.
H. M. BOYKIN, City Passenger Agent, 836 east Main street. my 11

SOUTHERN RAILWAY

(PIEDMONT AIR-LINE).

CONDENSED SCHEDULE.
IN EFFECT MAY 12, 1895.

TRAINS LEAVE RICHMOND, VA.:

12:05 A. M., SOUTHERN EXPRESS, daily for Danville, Greensboro', Winston-Salem. Sleepers Richmond, Va., to Danville and Greensboro'. Connects at Danville with the Washington and Southwestern Vestibuled Limited (No. 37), carrying sleepers Danville to Asheville, Atlanta, Chattanooga, Birmingham, Memphis, New Orleans, and Jacksonville; also, first-class day-coach between Washington and Jacksonville. Connections made at Memphis and New Orleans for all points in Texas and California. Sleeper open for passengers at 9:30 P. M.

12:55 P. M., FAST MAIL, daily, for Atlanta and points South. Connects at Moseley with Farmville and Powhatan railroad; at Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensboro' for Durham, Raleigh, and Winston-Salem. Carries sleepers New York to Atlanta and Montgomery, and from New York to Jacksonville. Parlor-Car Atlanta to Birmingham.

6:00 P. M., LOCAL, daily, except Sunday, for Amelia Courthouse and intermediate points.

TRAINS ARRIVE AT RICHMOND:

6:00 A. M., From Atlanta and Jacksonville.

4:40 P. M., From Atlanta and Augusta, making close connection with train for West Point.

8:40 A. M., From Amelia Courthouse.

LOCAL FREIGHT TRAINS Nos. 61 and 62, between Manchester and Clover, Va., and Nos. 63 and 64, between Clover and Neapolis, will also carry passengers.

YORK-RIVER LINE, VIA WEST POINT.

THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND.

TRAIN No. 10, 3:10 P. M.

LOCAL EXPRESS, daily, except Sunday. Stops at all stations. At Lester Manor connects with stage for Walkerton; also, at West Point with York-river steamers for Baltimore.

TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED, daily, except Sunday. Close connection at West Point with steamer for Baltimore.

Steamers leave Baltimore at 5 P. M., and West Point 6 P. M., daily, except Sunday.

Trains from West Point arrive at Richmond at 9:07 A. M., daily; 10:40 A. M., daily, except Sunday and Monday, and at 8:35 P. M., daily, except Sunday.

TRAIN No. 44, 6:30 A. M.

LOCAL MIXED, daily, except Sunday, leaves Twenty-third street for West Point and intermediate points.

Ticket-office at station, foot of Virginia street. Open from 8:00 A. M. to 6:00 P. M., and from 9:00 P. M. to 12:05 A. M.

J. M. CULP, Traffic Manager. W. A. TURK, General Pass. Ag't.
W. H. GREEN, General Superintendent.
N. J. O'BRIEN, Superintendent.
JOHN M. BEALL, Travelling Passenger Agent, 920 east Main street, Richmond, Va. my 16

ATLANTIC-COAST LINE.

SCHEDULE EFFECTIVE SUNDAY, MAY 12, 1895.

TRAINS LEAVE RICHMOND—UNION DEPOT.

9:00 A. M., Arrives Petersburg 9:50 A. M., Norfolk 11:25 A. M. Stops only at Petersburg, Waverly, and Suffolk, Va.

9:05 A. M., Arrives Petersburg 9:50 A. M., Weldon 11:48 A. M., Fayetteville 4:30 P. M., Charleston 11:33 P. M., Savannah 1:19 A. M., Jacksonville 7:00 A. M. Connects at Wilson with No. 47, arriving Goldsboro' 3:06 P. M., Wilmington 5:45 P. M. Pullman Sleeper New York to Tampa.

2:55 P. M., Local, arrives Petersburg 3:42 P. M. Makes all stops.

6:20 P. M., Arrives Petersburg 7:15 P. M., Norfolk 10:25 P. M. Makes all stops.

7:13 P. M., Arrives Petersburg 7:46 P. M., Weldon 9:27 P. M., Fayetteville 12:53 A. M., Charleston 6:10 A. M., Savannah 7:36 A. M., Jacksonville 12:30 P. M. NEW LINE TO MIDDLE GEORGIA POINTS.—Arriving Aiken 7:22 A. M., Augusta 8:00 A. M., Macon 11 A. M., Atlanta 12:15 P. M. Pullman Sleepers New York to Charleston, Jacksonville, Port Tampa, Aiken, Augusta, and Macon.

11:40 P. M., Arrives Petersburg 12:25 A. M., Burkeville 2:41 A. M., Lynchburg 4:55 A. M., Roanoke 6:55 A. M., Bristol 11:59 A. M. Pullman Sleeper Richmond to Lynchburg.

12:33 A. M., Arrives Petersburg 1:05 A. M., Weldon 2:50 A. M., Henderson 4:04 A. M., Raleigh 5:17 A. M., Elberton 2:04 P. M., Atlanta 3:09 P. M. Pullman Sleeper Washington to Atlanta.

7:25 A. M., SUNDAY ACCOMMODATION. Arrives Petersburg 8:18 A. M. Makes all stops.

4:40 P. M., Sunday Accommodation. Arrives Petersburg 5:28 P. M. Makes all stops.

TRAINS ARRIVE RICHMOND.

3:40 A. M., From Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta, and Weldon.
6:40 A. M., Atlanta, Athens, and Raleigh.
8:25 A. M., Lynchburg and the West.
11:05 A. M., Norfolk, Suffolk, and Petersburg.
6:45 P. M., Jacksonville, Savannah, Charleston, Wilmington, Goldsboro', and Weldon.
7:00 P. M., Norfolk, Suffolk, Waverly, and Petersburg.
8:35 P. M., Lynchburg and the West.
9:40 A. M., Petersburg Sunday Accommodation.
7:35 P. M., Petersburg Sunday Accommodation.

T. M. EMERSON, Traffic Manager.
J. R. KENLY, General Manager.
my 11 C. S. CAMPBELL, D. P. A.

RAILROAD LINES.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.

SCHEDULE IN EFFECT APRIL 21, 1895.

LEAVE BYRD-STREET STATION.

7:00 A. M. Daily, for Washington and points North. Stops at Elba and local stations. Pullman-Car.

12:00 M. Daily, except Sunday, for Washington and points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Parlor-Car; also, connects with Congressional Limited at Washington.

7:10 P. M. Daily, for Washington and points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, and other stations Sundays. Sleeper, Richmond to New York.

ARRIVE BYRD-STREET STATION.

8:40 A. M. Daily. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, and Ashland, and other stations Sundays. Sleeper, New York to Richmond.

2:45 P. M. Daily, except Sunday. Stops at local stations and Elba. Parlor-Car from Washington.

6:53 P. M. Daily. Stops only at Fredericksburg, Doswell, and Ashland. Pullman-Cars from New York and Washington.

12:25 A. M. Daily. Stops at principal local stations and Elba. Sleeping-Car. Connects with Congressional Limited between New York and Washington.

FREDERICKSB'G ACCOMMODATION. (Daily, except Sunday.)

4:00 P. M. Leaves Byrd-Street Station.
8:30 A. M. Arrives Byrd-Street Station.

ASHLAND TRAINS. (Daily except Sunday.)

6:42 A. M. Leaves Elba.
6:20 P. M. Leaves Elba.
6:40 A. M. Arrives Elba.
6:04 P. M. Arrives Elba.

C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS, President. my 17

CHESAPEAKE AND OHIO RAILWAY

C&O ROUTE

EFFECTIVE MAY 20, 1895.

TRAINS LEAVE RICHMOND, BROAD-STREET STATION.

8:50 A. M. Daily, with Pullman, for Norfolk, Portsmouth, Old Point, Newport News, and local stations.

3:35 P. M. Daily, with Pullman for local stations, Newport News, Old Point, Norfolk, and Portsmouth.

10:20 A. M. Local train, except Sunday, with chair-car, for Clifton Forge. Connects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg, at Basic for Hagerstown, and at Staunton for Winchester.

2:20 P. M. The Cincinnati and St. Louis Limited, daily, with Pullman to Cincinnati and St. Louis. Stops only at important stations. Connects daily at Covington for Virginia Hot Springs. Meals served on Dining-Cars.

No. 7, Local Train, except Sunday, follows No. 1 from Gordonsville to Goshen.

5:30 P. M. Local Train, except Sunday. Accommodation for Charlottesville.

10:30 P. M. F. F. V. Daily, for Cincinnati, with Pullman to Hinton, and Gordonsville to Cincinnati and Louisville. Meals served on Dining-Cars. Connects at Covington, Va., daily, for Hot Springs.

TRAINS LEAVE EIGHTH-STREET STATION.

9:00 A. M. Daily, for Lynchburg and Clifton Forge. Connects at Bremo, except Sunday, for Rosney; at Lynchburg, daily, with Norfolk and Western and Southern Railway for Southwest and South; except Sunday for Lexington, and at W. Clifton Forge with main line for Cincinnati.

5:00 P. M. Except Sunday, local accommodation for Columbia.

TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION.

8:20 A. M. Daily, from Cincinnati.
10:20 A. M. Daily, from Norfolk and Old Point.
3:30 P. M. Daily, from Cincinnati and Louisville.
6:50 P. M. Daily, from Norfolk and Old Point.
7:45 P. M. Except Sunday, from Clifton Forge.

TRAINS ARRIVE EIGHTH-STREET STATION.

8:20 A. M. Except Sunday, from Columbia.
6:30 P. M. Daily, from Lynchburg, Lexington, Va., and Clifton Forge.

JOHN D. POTTS, Division Passenger Agent.
my 17

N. & W. Norfolk & Western R. R.

SCHEDULE IN EFFECT MAY 12, 1895.

LEAVE RICHMOND, BYRD-STREET STATION.

9:00 A. M. Daily—Richmond and Norfolk VESTIBULE LIMITED—Arrive Norfolk 11:25 A. M. Stops only at Petersburg, Waverly, and Suffolk. Second-class tickets not accepted for passage on this train.

9:05 A. M. Daily, "THE CHICAGO EXPRESS," for Lynchburg, Roanoke, Bluefield, Pocahontas, Kenova, Columbus, and Chicago. Pullman Buffet Sleeper Roanoke to Columbus without change; also, for Radford, Bristol, Knoxville, Chattanooga, and intermediate points.

7:13 P. M. Daily, for Norfolk, Suffolk, and intermediate stations. Arrive Norfolk 10:25 P. M.

11:40 P. M. Daily, for Roanoke, Radford, Pulaski, and Bristol. Connects at Roanoke with Washington and Chattanooga Limited. Pullman Sleepers Roanoke to Memphis and New Orleans. Dining-car attached. Also, for Bluefield and Pocahontas; also, for Rocky Mount and all stations Winston-Salem Division.

PULLMAN PALACE SLEEPER between RICHMOND and LYNCHBURG ready for occupancy at 9 P. M.; also, Pullman Sleeper Petersburg to Roanoke.

Trains arrive Richmond from Lynchburg and the West daily 6:40 A. M. and 8:35 P. M. From Norfolk and the East 11:05 A. M., and Vestibuled Limited, 7:00 P. M.

R. W. COURTNEY, District Passenger Agent.
W. B. BEVILL, General Passenger Agent.
General Office: Roanoke, Va. my 12

DEPARTURE OF STEAMERS.

VIRGINIA NAVIGATION COMPANY'S JAMES-RIVER LINE

to Norfolk, Portsmouth, Old Point, Newport News, Claremont, and James-river landings, and connecting at Old Point and Norfolk for Washington, Baltimore, and the North.

STEAMER POCAHONTAS LEAVES MONDAY, WEDNESDAY, AND FRIDAY AT 7 A. M.

Electric-cars direct to wharf. Fare only $1.50 and $1 to Norfolk, Portsmouth, Old Point, and Newport News. Music by a Grand Orchestrion.

Freight received daily for above-named places and all points in Eastern Virginia and North Carolina.

IRVIN WEISIGER, Superintendent;
EDWARD E. BARNEY, President.
General Offices: Planters' Bank building. my 12

OLD DOMINION STEAMSHIP COMPANY.

TRI-WEEKLY LINE FOR NEW YORK.

Steamers leave Richmond EVERY TUESDAY, WEDNESDAY AND FRIDAY at 5 o'clock P. M. Manifest closed one hour before sailing time.

Steamers leave New York from Pier 26, North river, for Richmond every MONDAY, and WEDNESDAY at 3 P. M., and SATURDAY at 4 P. M.

Passenger accommodation unsurpassed.

Cabin fare to New York (including meals and berth) via James river, Richmond, and Petersburg railroad, and Chesapeake and Ohio railway	$9 00
Round-trip tickets, good for thirty days	14 00
Steerage fare, without subsistence	5 00

Tickets on sale at Richmond Transfer Company's, 901 east Main street, Chesapeake and Ohio, and Richmond and Petersburg depots, and at Company's office, 1301 east Main street, where tickets to many popular northern watering-places and summer resorts can be obtained. Baggage checked through.

Freight forwarded, and through bills of lading issued for points beyond New York.

Freight received daily until 5 P. M.

Passengers leaving Richmond on MONDAYS, TUESDAYS, WEDNESDAYS, THURSDAYS, and SATURDAYS by the Chesapeake and Ohio railway (via Newport News) at 3:35 P. M., and by the Richmond and Petersburg Railway Company (same days) at 9 A. M., will make connection at Norfolk with steamer leaving those days.

GEO. W. ALLEN & CO., Agents,
my 17 No. 1212 Main street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days: Every TUESDAY and FRIDAY at 1 P. M., and every SUNDAY at 5 A. M.

Freight for Tuesday's and Friday's steamers received till sailing hour; for Sunday's steamer till 5 P. M. Saturday. Freight received daily until 5 P. M.

Fare, $8.

For further information apply to J. W. McCARRICK, General Southern Agent; office, Rocketts.

W. P. CLYDE & CO., my 17 General Agents, Philadelphia.